



**Washington State
Department of Transportation**

REGIONAL MOBILITY GRANT PROGRAM

**2010 Annual Report to the
Washington State Legislature**

Public Transportation Division

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Regional Mobility Grant Program

The Regional Mobility Grant program delivers transit mobility projects that are cost-effective, reduce travel delay for people and goods, improve connectivity between counties and regional population centers, and are consistent with local and regional transportation and land use plans. Capital construction, equipment acquisition and operating projects are eligible. Projects are competitively evaluated and a ranked list is submitted to the Legislature for appropriation. The program is funded through the Multimodal Transportation Fund.

WSDOT has managed three Regional Mobility Grant cycles, 2005-2007, 2007-2009, and 2009-2011. The lessons learned from these experiences have resulted in some important changes for the 2011-2013 call for new projects. This report highlights the success of the past year and enhancements implemented for the 2011-2013 biennium.

Recent Program Highlights:

- The program has met the \$27 million dollar ARRA (American Recovery and Reinvestment Act) maintenance of effort (state match)
- Skagit Transit's South Mount Vernon Park and Ride is open to the public
- Sound Transit's groundbreaking ceremony was held at the Puyallup Fair Red Lot and the project was completed on time to be used for the Puyallup Fair
- Three Contingency List projects received funding during the 2010 legislative session
- Skagit Transit's Chuckanut Park and Ride project is fully funded using existing program resources and will be constructed in spring 2011
- One Contingency List project was funded using existing program resources



Sound Transit-Souder Parking groundbreaking ceremony at the Puyallup Fair Red Lot



Skagit Transit-South Mount Vernon Park and Ride under construction and ribbon cutting ceremony

In 2006, the Washington State Legislature adopted a list of 14 projects. Some projects had more than one funded element creating a total of 18 projects.

- 15 projects have been completed
- Two projects were cancelled
- One project is still under construction (GCA 6107)

In 2007, the Legislature adopted a list of 16 new projects.

- Seven projects have been completed
- Three projects were cancelled
- Six projects are still under construction (GCA 6110, 6112, 6113, 6114, 6117, 6118)

In 2009, the Legislature adopted a list of 14 new projects.

- One project is complete (GCA 6126)
- One project has been cancelled
- Four projects are providing new service (GCA 6119, 6120, 6128, 6131)
- Eight projects are under construction (GCA 6121, 6122, 6123, 6124, 6125, 6127, 6129, 6130)

In 2010, the Legislature appropriated \$10,596,768 (ESSB 6381.SL) to fund the following three contingency list projects:

- City of Seattle, Rainier /Jackson Transit Priority Corridor Improvements (GCA 6507)
- City of Bothell, SR 522 West City Limits to NE 180th Stage 2A (91st Ave. NE to West of 96th Ave NE) (GCA 6509)
- Sound Transit, Sound Transit Express Bus Expansion – Snohomish to King County (GCA 6508)

The Legislature made a provision in ESSB 6381.SL for the Skagit Transit Chuckanut Park and Ride and the King County Metro, Southeast King County Connectors projects by using existing program resources. The program also funded the King County Metro SE King County Connectors (GCA 6395/6) from the contingency list at the requested amount of \$1,463,891.



**C-Tran Hybrid Bus on I-5 Express Route
between Vancouver and Portland**



C-Tran, Salmon Creek Park and Ride under construction

Summary of Benefits from the 24 completed projects from 2006 through September 30, 2010

- 11 park and ride lot construction or expansions
- Approximately 3,574 new park and ride parking stalls built
- Three new or expanded transit centers
- Three high occupancy vehicle and business access and transit lane projects
- Nine equipment and/or operating new or expanded transit service
- One project saving over 60,000 hours annually in travel delays
- An estimated 110 million mile reduction in vehicle miles travelled
- An estimated 5.7 million reduction in vehicle trips

Completed or Providing Service for the period 2006 through September 30, 2010

Biennium Cycle	Lead Agency Project Title	Total Grant Amount	Total Project Cost
05-07	Ben Franklin Transit (GCA 4936) Columbia Park Trail Park and Ride Lot Expansion	\$300,000	\$942,936
05-07	City of Federal Way (GCA 4928) Pac Hwy So HOV Lanes Phase III, South 284th St. to Dash Point Rd	\$1,214,000	\$18,757,000
05-07	City of Lakewood (GCA 4929) Lakewood Commuter Rail Station	\$2,700,000	\$42,360,000
05-07	City of West Richland (GCA 4930) West Richland Transit Center Park and Ride Expansion	\$134,100	\$164,000
05-07	Clark County and C-Tran (GCA 4931) 99th Street Park and Ride Implementation	\$600,000	\$13,200,000
05-07	Community Transit (GCA 4944) I-5 Commuter Bus Expansion Project	\$2,912,000	\$4,160,000
05-07	Community Transit (GCA 4932) Mountlake Terrace I-5 Commuter Parking (I-5 at 236th Street SW)	\$1,740,262	\$17,529,000
05-07	King County Metro (GCA 4939) SeaTac Connector (Operations phase) The construction phase was canceled, so these numbers reflect the change in scope	\$750,000	\$3,457,000
05-07	Intercity Transit (GCA 6106) Martin Way Park and Ride Lot Renovation and Expansion	\$1,259,360	\$2,480,200
05-07	Skagit Transit / Island Transit (GCA T4940AA & T4940AB) Everett Connector Service - Phase I and the purchase of 2 buses	\$1,970,000	\$2,740,000
05-07	Skamania County (GCA 4938) Salmon Falls Park and Ride	\$297,500	\$425,000
05-07	King County Metro (GCA 6109) North I-405 Transit Access Project - Brickyard Park and Ride	\$2,000,000	\$4,242,990
07-09	Community Transit (GCA 5257) Swift Bus Rapid Transit (BRT) Transit Stations	\$2,383,001	\$27,644,189
07-09	C-Tran (GCA 5402) I-5 Commuter Service Augmentation	\$590,000	\$759,000
07-09	Link Transit (GCA 5262) North Wenatchee Park and Ride	\$752,400	\$836,000
07-09	City of Kenmore (GCA 5260) SR 522 Multi-Modal Corridor Project - Phase II	\$1,800,000	\$23,112,168
07-09	Skagit Transit / Island Transit (GCA T4940aa & T4940ab) Commuter Express Connector Service to Everett Station Phase II	\$1,440,000	\$1,600,000
07-09	Kitsap Transit (GCA 6115) Harper Park and Ride	\$2,400,000	\$6,936,865
09-11	Skagit Transit (GCA 6126) South Mount Vernon Park and Ride	\$750,000	\$5,253,000
07-09	Everett Transit (GCA 6116) Providing service Swift Bus Rapid Transit - Northern Terminal at Everett Station	\$1,989,823	\$2,235,756
09-11	Community Transit (GCA 6119) Providing service ¹ Swift Bus Rapid Transit Operations	\$5,000,000	\$20,822,900
09-11	C-Tran (GCA 6128) Providing service I-5 Express Commuter Service Augmentation (continuation)	\$578,496	\$784,996
09-11	Island Transit (GCA 6131) Providing service The Everett Connector	\$1,624,000	\$2,030,000
09-11	King County Metro (GCA 6120) Providing service ² Central Eastside Transits Service Improvements	\$4,173,187	\$5,216,484
Completed Projects Combined Biennia Total		\$39,358,129	\$207,689,484

Projects providing service

1. \$2,500,000 was funded in 2009-2011 and another \$2,500,000 will be requested for 2011-2013.
2. \$2,033,616 was funded in 2009-2011 and another \$2,139,571 will be requested for 2011-2013.

Proposed Benefits from the 19 In-Progress projects:

- Four park and ride lot construction or expansions
- Approximately 1,373 new park and ride parking stalls
- One new transit station
- Seven high occupancy vehicle and business access and transit lanes projects
- Three projects to acquire buses and/or operate new or expanded transit service
- Two projects saving over 60,000 hours annually in travel delays
- Six projects to improve speed and reliability through priority signalization for buses
- An estimated 84 million miles reduction in vehicle miles travelled
- An estimated 5 million reduction in vehicle trips

In-Progress Projects as of September 30, 2010

Biennium Cycle	Agency Project Title	Total Grant Amount	Reappropriated	Total Spent through 9/10	Remaining Grant Funds
			Grant Amount		
05-07	King County Metro (GCA 6107) ¹ Seattle North CBD Transit Access Improvements	\$1,820,000	\$1,195,000	\$33,371	\$1,161,629
07-09	Sound Transit (GCA 6110) Construct Mountlake Terrace Freeway Station	\$5,000,000	\$2,500,000	\$2,500,000	\$0
07-09	Sound Transit (GCA 6112) Expand Commuter Rail Parking Tacoma-Seattle Corridor	\$3,700,000	\$3,600,000	\$1,211,889	\$2,388,111
07-09	City of Shoreline (GCA 6113) Aurora Avenue N, N 165th St to N 185th St BAT Lanes	\$2,500,000	\$2,500,000	\$2,500,000	\$0
07-09	King County Metro (GCA 6114) Pacific Highway South Transit Speed and Reliability Improvements	\$2,300,000	\$1,798,160	\$108,221	\$1,689,939
07-09	City of Seattle (GCA 6118) ² Pike-Pine / Westlake Hub Regional Transit Corridor Improvements	\$3,230,000	\$1,374,902	\$868,365	\$506,537
07-09	Skagit Transit (GCA 6117) ³ Chuckanut Park and Ride	\$2,000,000	\$3,305,025	\$103	\$3,304,922
09-11	Community Transit (GCA 6121) Double Decker Buses	\$2,880,000	\$2,880,000	\$0	\$2,880,000
09-11	Sound Transit (GCA 6122) Lakewood-Tacoma Commuter Rail (D to M Street New Track and Signal)	\$8,000,000	\$8,000,000	\$3,591,197	\$4,408,803
09-11	City of Shoreline (GCA 6123) Aurora Avenue N, N 185th St to N 192nd St Business Access and Transit Lanes	\$1,000,000	\$1,000,000	\$0	\$1,000,000
09-11	Clark County (GCA 6124) Salmon Creek Interchange Park-and-Ride	\$2,900,000	\$2,900,000	\$1,466,120	\$1,433,880
09-11	Intercity Transit (GCA 6125) Hawks Prairie Park and Ride Lot	\$3,038,784	\$3,038,784	\$357,684	\$2,681,100
09-11	Pierce Transit (GCA 6127) Pacific Avenue Corridor Transit Signal Priority (TSP) Improvements	\$1,803,650	\$1,803,650	\$55,554	\$1,748,096
09-11	Everett Transit (GCA 6129) Evergreen Swift Stations and TSP	\$3,630,000	\$3,630,000	\$520,067	\$3,109,933
09-11	City of Federal Way (GCA 6130) Pacific Highway South HOV Lanes Phase IV (South 312th Street to Dash Point)	\$1,300,000	\$1,300,000	\$0	\$1,300,000
09-11	City of Seattle (GCA 6507) Rainier/Jackson Transit Priority Corridor Improvements	\$4,000,000	\$4,000,000	\$0	\$4,000,000
09-11	Sound Transit (GCA 6508) Sound Transit Express Bus Expansion - Snohomish to King County	\$4,496,768	\$4,496,768	\$0	\$4,496,768
09-11	City of Bothell (GCA 6509) SR 522 West City Limits to NE 180th Stage 2 A	\$2,100,000	\$2,100,000	\$0	\$2,100,000
09-11	King County Metro (GCA 6395/6) Southeast King County Connectors	\$1,463,981	\$1,463,981	\$0	\$1,463,981

\$57,163,183	\$52,886,270	\$13,212,571	\$39,673,699
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¹ Total of \$20,000 added to Original Award of \$18M for EO 05-05 compliance.

² Seattle was not able to spend \$661,666 of their appropriated funds for 2007-09 biennium. The funds were not reappropriated. Grant amount was \$3,230,000

³ The Chuckanut Park and Ride project received an additional funds through ESSB 6831SL.

Regional Mobility Grant Program - 2009-2011 Biennium Budget

Reappropriated funds for In-Progress 2005-2009 Biennium Projects	\$24,566,000
Appropriated funds for new 2009-2011 Biennium Projects	\$33,429,232
ESSB 6381.SL Contingency List funding	\$10,596,768
Total Funding for the 2009-2011 Biennium	\$68,592,000
Less In-progress & New Project Costs for the 2009-11 Biennium	\$64,604,686
Subtotal	\$3,987,314
Adjustment to correct 2007-09 reappropriation estimates*	(\$503,798)
Funding Balance available for 09-11 Contingency Projects	\$3,483,516
<i>* Account total adjusted for actual vs. planned 07-09 biennium spending</i>	

Cancelled Projects as of September 30, 2010

Biennium Cycle	Lead Agency Project Title
05-07	King County Metro (GCA 4946) Sea-Tac Airport Connector Service (Construction phase)
05-07	Pierce Transit Peninsula Park and Ride Project Phase I
07-09	City of Renton / City of Tukwila Tukwila Station
07-09	Pierce Transit Peninsula Park and Ride Project Phase II Median In-line Transit Station
07-09	Spokane Transit Mission and Greene Community Transit Center
09-11	Pierce Transit SR-7 Pacific Avenue Express Service

Observations and 2011-2013 Call for Projects: Lessons Learned

Improvements were made to the Regional Mobility Grant 2011-2013 call for new projects. Each grant cycle, improvements are made to the application process and WSDOT's administration of the program.

Process Improvements

- Developed clear, specific instructions and forms for both applicants and scorers. The new format improved the clarity of information requested and provided a direct connection between the application and the rating criteria for scorers.
- Provided applicants additional guidance on how to calculate effectiveness measures for years one and four.
- Encouraged applicants to seek WSDOT review and advice on calculating effectiveness measures. Only six of the 24 applications took advantage of this opportunity and indicated that it was useful with completing the application. This also improved the quality,

reasonableness and mathematical accuracy of the effectiveness measures calculations and reduced staff work load during the application review time.

- Developed a preformatted PDF grant application, which greatly reduced missing application sections and the number of individual files applicants and staff had to track. This improved the ease of use and the quality and accuracy of the applications received, while reducing staff time during peak efforts.
- Adjusted the application cycle by several weeks to start and end earlier. This allowed the applicants more time to prepare their applications and moved the application deadline out of the holiday season.

Overall the process for grant application review and selection for the Regional Mobility Grants 2011-2013 cycle was more effective than past cycles for both applicants and grant administrators.

Opportunities for Improvement

- Develop PDF forms that don't have as many software limitations.
- Deduct points for applications with inconsistent data, errors in the data, or which are otherwise poorly prepared.
- Determine cost effectiveness for all projects. The program is pursuing research studies at the University of Washington. The wide variety of project types make a direct cost effectiveness comparison very difficult.
- Clearly state the maximum number of pages allowed on each of the individual forms. Even though page limits were stated in the application sections, it could have been made clearer.

Capital Construction Risks and Timelines

Grant recipients are facing a wide variety of challenges inherent in complex construction projects. Examples include land acquisition conflicts and delays, environmental documentation issues, construction schedule conflicts, intergovernmental agreement delays, weather, and conflicting interpretations of local land use requirements. While most grantees are overcoming these challenges, working through them requires time.

While in some cases it may be feasible to complete the construction phase of a project within two years, it is not feasible to complete required design, environmental documentation, land acquisition and construction within that same timeframe. This is particularly true when a grantee must overcome unanticipated obstacles.

To responsibly manage local funds, local agencies will not make significant investments in the early phases of a project including environmental and design work, preliminary engineering and right-of-way/land acquisition unless they are certain that construction funding will be available. As a result, Regional Mobility Grant construction projects often include these early phases of construction work as part of their project timeline.

Conflict between the Biennial Structure and the Construction Season

The state budget cycle and the need for relatively warm, dry weather for construction effectively limit Regional Mobility Grant funded construction projects to a maximum of one and one-half construction seasons.

The state budget cycle begins in July, which means that grantees often completely miss the first construction season of the biennium while they negotiate and complete grant agreements;

complete project design and required environmental, historic and archaeological documentation; competitively select and hire a contractor; plan the construction work and mobilize crews.

The summer of the second year generally allows for a full construction season, usually late spring through early fall, depending on the weather. The remaining contract period the following year ends on June 30th, effectively only allowing an additional one-half of a construction season. The expectation by the state that all work could be completed within a two year biennium timeframe and only allowing one and one-half construction seasons was unreasonable. Timelines are further stretched if other unanticipated issues must be resolved. As a result, significant reappropriation of funds is required to complete in-progress projects.

WSDOT provides funding to local agencies via agreements that expire at the end of the state biennium. As project timelines slip beyond the end of the agreement local agencies hesitate to sign agreements with contractors and proceed with construction because they lack certainty that their grant funds will be reappropriated.

Program Enhancements

To help reduce the risk of project delay and scope reductions in the future, WSDOT is:

- Applying more rigorous screening to proposed schedules and budgets
- Strengthening administrative oversight and processes
- Conducting field inspections, which were done for the first time during the past calendar year

Modifying Grant Selection Criteria That Allows Four Year Project Proposals

Recognizing that our objective is to invest the grant funds and deliver public benefits as quickly as possible, WSDOT is piloting an approach that attempts to balance funding for project phases with the need for quick public benefits. Currently, WSDOT is accepting proposals that require a maximum four-year delivery schedule without committing state funds beyond the end of the 2009-2011 biennium. This strategy is being implemented after considering a variety of options to address construction project challenges and delays that result from a two year project time limit that starts in July.

All four year projects must be complete and deliver public benefits by June 30, 2013 and must reach a major project milestone before June 30, 2011. The state will award a portion of the grant for the first biennium and, if the grantees meet their two-year project delivery obligations, they will receive priority in the 2011 recommendation to the Legislature and will not need to reapply for grant funds in 2011. It has been clearly communicated that all grant funding beyond June 30, 2011 is subject to Legislative appropriation, which is not guaranteed. In addition, WSDOT will limit recommended projects that require funds after June 30, 2011 to no more than \$20 million of the anticipated 2011-2013 funding.

Using this approach allows the state to increase the number of projects that can be funded, include worthy construction projects that require more than two years, and help to reduce reappropriation requests. Limiting the amount of these requests leaves room for new project proposals in the 2011-2013 biennium recommendation to the Legislature.

Strengthening Administrative Oversight and Processes

Program changes being considering before the 2011-2013 call for projects:

- Establish a standardized form and reporting procedure that will make it easier for grantees to report their compliance with Executive Order 05-05
- Provide specific training on how to complete a Performance Measurement Plan (PMP)
- Front load the review and approval process for each project's PMP prior to grantees submitting grant applications allowing grantees to focus on project delivery instead of paperwork

These proposed changes will allow Regional Mobility Grant program staff more time to monitor the progress of each project and facilitate taking corrective action if necessary.

Appendix

Exhibit A

- LEAP Transportation Document 2006-D-2005-2007 Regional Mobility Grant Program Projects List
- LEAP Transportation Document 2007-B-2007-2009 Regional Mobility Grant Program Projects List
- LEAP Transportation Document 2009-B-2009-2011 Regional Mobility Grant Program Projects List

Exhibit B

- Public Transportation Advisory Committee Members
- Regional Mobility Grant Program - Technical Work Group Members

Exhibit A

Transportation Project Lists

Projects selected, approved and funded by the Legislature

LEAP Transportation Document 2006-D
Regional Mobility Grant Program Projects

LEAP Transportation Document 2007-B
Regional Mobility Grant Program Projects

LEAP Transportation Document 2009-B
Regional Mobility Grant Program Projects

2005-07 Transportation Project List

LEAP Transportation Document 2006-D - Regional Mobility Grant Program Projects as Referenced in Chapter 370, Laws of 2006, Partial Veto (SSB 6241)

Developed March 8, 2006

Project Name	Agency	Partners	Total Project Cost	OTM Grant Request	% Funded by Grant	Capital or Operation
Pacific Highway South HOV Lanes Phase III, South 284th Street to Dash Point Road	City of Federal Way	FHWA, TIB	18,757,000	1,214,000	6%	C
Lakewood Commuter Rail Station	City of Lakewood	Sound Transit, Pierce Transit, Intercity Transit	42,360,000	2,700,000	6%	C
West Richland Transit Center - Park & Ride Expansion	City of West Richland	Ben Franklin Transit	164,000	134,100	82%	C
99th Street Park & Ride Implementation	Clark County & C-Tran	Clark County, C-Tran	13,200,000	600,000	5%	C
I-5 Commuter Bus Expansion	Community Transit	None	4,160,000	2,912,000	70%	C
Mountlake Terrace I-5 Commuter Parking (I-5 at 236th Street SW)	Community Transit	Sound Transit, City of Mountlake Terrace, WSDOT	17,529,000	1,740,262	10%	C
Martin Way P&R Lot Renovation and Expansion	Intercity Transit	City of Lacey, WSDOT	2,480,200	1,259,360	51%	C
Seattle North CBD Transit Access Improvements, Stewart St/Howell St/Olive Way & Virginia/Fairview Corridors	King County Metro	Sound Transit, SDOT, Community Transit, WSDOT	2,120,000	1,800,000	85%	C
Sea-Tac Airport Connector	King County Metro	Cities of Auburn, Kent, SeaTac, Tukwila	3,905,000	950,000	24%	O
North I-405 Transit Access Project - Brickyard Park and Ride Expansion - Phase 1	King County Metro	Sound Transit, WSDOT	3,600,000	2,000,000	56%	C
Columbia Park Trail Park & Ride Lot Expansion	Ben Franklin Transit	WSDOT, City of Richland	942,936	300,000	32%	C
Pierce Transit Peninsula Park and Ride Project	Pierce Transit	City of Gig Harbor, WSDOT	15,000,000	2,000,000	13%	C
Skagit/Island Commuter Connector Service to Everett Station Phase 1	Skagit & Island Transits	Skagit Transit, Everett Transit, Community Transit	2,740,000	1,970,000	72%	O
Salmon Falls Park & Ride	Skamania County	Skamania County Senior Services	425,000	295,000	69%	C

LEAP Transportaton Document 2007-B- 2007-2009 Regional Mobility Grant Program

As developed April 20, 2007

Project Name	Agency	Partners	Total Project Cost	OTM Grant Request	% of Project funded by Grant	Capital or Operating
Construct Mountlake Terrace Freeway Station	Sound Transit	City of Mountlake Terrace, Community Transit, WSDOT	\$30,545,000	\$5,000,000	16%	Capital
Swift Bus Rapid Transit - Transit Stations	Community Transit	Everett Transit, Sound Transit	\$27,644,189	\$2,383,001	9%	Capital
Peninsula Park and Ride Phase II: Median In-line Transit Station	Pierce Transit	WSDOT, City of Gig Harbor	\$7,652,217	\$2,300,000	30%	Capital
Tukwila Station	City of Renton / City of Tukwila	Sound Transit, King County Metro, BNSF, Amtrak and The Boeing Company	\$21,489,000	\$5,500,000	26%	Capital
Expand Commuter Rail Parking in Tacoma-Seattle Corridor	Sound Transit	City of Puyallup, City of Sumner, City of Auburn	\$4,200,000	\$3,700,000	88%	Capital
I-5 Commuter Service Augmentation	C-Tran		\$759,000	\$590,000	78%	Operating
Mission and Greene Community Transit Center	Spokane Transit Authority	WSDOT, Spokane Community College	\$5,193,831	\$2,985,353	57%	Capital
Aurora Avenue N, N 165th Street to N 185th Street Business Access and Transit (BAT) Lanes	City of Shoreline	FHWA, WSDOT, TIB, King County Metro	\$42,804,000	\$2,500,000	6%	Capital
Pacific Highway South Transit Speed and Reliability Improvements	King County Metro	City of Des Moines, City of SeaTac	\$2,750,000	\$2,300,000	84%	Capital
Harper Park and Ride Expansion	Kitsap Transit	Kitsap County, Washington State Ferries, Kitsap Home Builders Association, Harper Evangelical Free Church	\$6,936,865	\$2,400,000	35%	Capital
Swift Bus Rapid Transit - Northern Terminal at Everett Station	Everett Transit	Community Transit, Sound Transit, Skagit Transit, Island Transit, Edmonds	\$2,235,756	\$1,989,823	89%	Capital
Chuckanut Park and Ride	Skagit Transit	WSDOT, City of Burlington, Burlington Edison School District, Island Transit, Whatcom Transit	\$10,410,000	\$2,000,000	19%	Capital
SR-522 Multi-Modal Corridor Project - Phase II	City of Kenmore	Sound Transit, WSDOT, TIB, King County, King County Metro, Federal Government, State of Washington	\$23,112,168	\$1,800,000	8%	Capital
North Wenatchee Park and Ride	Link Transit	MPO	\$836,000	\$752,400	90%	Capital
Pike-Pine / Westlake Hub Regional Transit Corridor Improvements	City of Seattle	King County Metro, Sound Transit	\$3,650,000	\$3,230,000	88%	Capital
Skagit / Island Commuter Express Connector Service to Everett Station	Skagit Transit / Island Transit	Everett Transit, Community Transit, Sound Transit	\$1,600,000	\$1,440,000	90%	Operating
		Total		\$40,870,577		

Recommended Contingency List

Cordata Station and Park and Ride (Northside Transfer Center)	Whatcom Transportation Authority		\$5,000,000	\$3,000,000	60%	Capital
Tukwila Transit Center	City of Tukwila	King County Metro, Westfield (private)	\$4,228,570	\$2,986,000	71%	Capital
Pacific Highway South HOV Lanes Phase IV, Dash Point Road to South 312th Street	City of Federal Way	TIB, FHWA	\$19,115,000	\$1,500,000	8%	Capital
2007 to 2009 King County Commuter Bus and Vanpool WiFi Access Project	King County Metro	Microsoft, Boeing	\$1,284,000	\$976,000	76%	Operating

LEAP Transportation Document 2009-B as developed April 24, 2009

2009-11 Regional Mobility Grant Program

Project Name	Agency	Financial Partners	Total Project Cost	Total Regional Mobility Grant Request	2009-2011 Regional Mobility Grant Request	2011-2013 Regional Mobility Grant Request	% of Project funded by Grant	Project Type
Swift Bus Rapid Transit Operations	Community Transit	Everett Transit	\$20,822,900	\$5,000,000	\$2,500,000	\$2,500,000	24%	Ops
Double Decker Buses	Community Transit		\$19,204,000	\$2,880,000	\$2,880,000	\$0	15%	Equip
Lakewood-Tacoma Commuter Rail (D to M Street New Track and Signal)	Sound Transit	WSDOT, BNSF	\$151,000,000	\$8,000,000	\$8,000,000	\$0	5%	Const
Aurora Avenue N, N 185th ST to N 192nd ST Business Access and Transit Lanes	City of Shoreline	WSDOT, Transportation Improvement Board (TIB), King County Metro	\$9,221,000	\$1,000,000	\$1,000,000	\$0	11%	Const
Salmon Creek Interchange Park-and-Ride and Traffic Signal Coordination	Clark County	Federal SAFETEA-LU, WSDOT	\$8,700,000	\$3,400,000	\$2,900,000	\$500,000	39%	Const
Hawks Prairie P&R Lot	Intercity Transit		\$8,207,095	\$6,565,676	\$3,038,784	\$3,526,892	80%	Const
South Mount Vernon Park and Ride	Skagit Transit Systems	State of Washington	\$5,253,000	\$750,000	\$750,000	\$0	14%	Const
SR-7 Pacific Avenue Express Service	Pierce Transit	Federal Transit Administration (FTA) Congestion Mitigation and Air Quality (CMAQ)	\$1,741,433	\$1,390,816	\$1,390,816	\$0	80%	Ops
Pacific Avenue Corridor Transit Signal Priority (TSP) Improvements	Pierce Transit	FTA CMAQ	\$4,359,650	\$1,803,650	\$1,803,650	\$0	41%	Const/Equip
I-5 Express Commuter Service Augmentation (continuation)	C-Tran		\$784,996	\$578,496	\$578,496	\$0	74%	Ops
Evergreen Swift Stations and TSP	Everett Transit	City of Everett, Community Transit	\$4,537,000	\$3,630,000	\$3,630,000	\$0	80%	Const/Equip
Pacific Highway South HOV Lanes Phase IV (South 312th Street to Dash Point Road)	City of Federal Way	TIB, Federal Highway Administration (FHWA) Surface Transportation Program (STP)	\$21,280,000	\$1,300,000	\$1,300,000	\$0	6%	Const
The Everett Connector	Island Transit	Skagit Transit	\$2,030,000	\$1,624,000	\$1,624,000	\$0	80%	Ops
Central Eastside Transit Service Improvement	King County Metro		\$5,216,484	\$4,173,187	\$2,033,616	\$2,139,571	80%	Ops
			Total		\$33,429,362			

Recommended Contingency List

Southeast King County Connectors	King County Metro		\$8,879,608	\$7,103,686	\$3,678,232	\$3,425,454	80%	Const/Ops
Rainier/Jackson Transit Priority Corridor Improvements	City of Seattle		\$12,300,000	\$4,000,000	\$4,000,000	\$0	33%	Const/ Equip/ Ops
Route 120 Transit Enhancement for Delridge Way/Ambaum Boulevard Corridor	King County Metro		\$6,780,000	\$5,925,000	\$3,490,800	\$2,434,200	87%	Const/ Equip/ Ops
SR 522 West City Limits to NE 180th Stage 2A (91st Ave NE to West of 96th Ave NE)	City of Bothell	TIB, FHWA STP	\$6,000,000	\$2,100,000	\$2,100,000	\$0	35%	Const
Sound Transit Express Bus Expansion - Snohomish to King County	Sound Transit		\$10,186,000	\$5,000,000	\$5,000,000	\$0	49%	Equip/Ops
I-90 Two-Way Transit & HOV Operations (Stage 2)	Sound Transit	WSDOT	\$39,000,000	\$8,000,000	\$1,570,638	\$6,429,362	21%	Const

Exhibit B

Public Transportation Advisory Committee

Regional Mobility Grant Program Technical Work Group

WSDOT's Advisory Committee and the Grant Technical Work Group

WSDOT has maintained an active Advisory Committee and Grant Technical Work Group for the Regional Mobility Grant Program since the program's inception. The Advisory Committee remains largely composed of representatives from transit agencies, local governments and metropolitan planning organizations (MPO's). The committee provides advice and counsel to WSDOT's Public Transportation Division on a variety of programs and initiatives, including the Regional Mobility Grant Program; the Statewide Public Transportation Strategic Plan; the Park and Ride Program; Transit and High Occupancy Vehicle/High Occupancy Toll Lane (HOV/HOT) policies and other topics as necessary. Membership recommendations come from a variety of statewide associations representing local government and public transit concerns.

The Advisory Committee continues its important role of recommending a final list of proposed grantees for the Regional Mobility Grant Program to WSDOT. However, WSDOT has revived the role of the Grant Technical Work Group. Historically, this group comprised individuals representing local government and transit agencies across the state, reviewed grant criteria and evaluation methods for potential applicants to the Regional Mobility Grant Program and served as the screening body for all applications received by WSDOT.

With the start of the 2009-2011 application process, the Grant Technical Work Group will no longer review and screen applicants. Rather, WSDOT has formed an independent review group to review and screen applications. Members of the independent review group may be retirees, other Washington State government employees or recognized experts in the fields of planning, construction, engineering, traffic modeling, transit and project management unrelated to governmental bodies that submit applications for funding through the program.

Public Transportation - Advisory Committee Members			
Name		Agency	Position
1	Mike Bergman	Sound Transit	Director, Transportation Services
2	Steve Clancy	Whatcom Transportation Authority	Finance Director
3	Wendy Clark-Getzin	Kitsap Transit	Planning and Capital Programs Director
4	Dorinda Costa	City of Seattle	Revenue & Capital Development Manager
5	Kevin Desmond	King County Metro	General Manager
6	Arlene Doern	C-TRAN	Director of Administrative Services
7	Joyce Eleanor	Community Transit	Chief Executive Officer
8	Tim Fredrickson	Ben Franklin Transit	General Manager
9	Lynne Griffith	Washington State Transit Association	President
		Pierce Transit	Chief Executive Officer
10	Tom Hingson	City of Everett	Transportation Services Director
11	Charlie Howard	Puget Sound Regional Council	Transportation Planning Director
12	Eric Johnson	Washington Association of Counties	Executive Director
13	Dean Lookingbill	SW WA Regional Transportation Council	Transportation Director
14	Susan Meyer	Spokane Transit	Chief Executive Officer
15	Glenn Miles	Spokane Regional Transportation Council	Transportation Manager
16	Ashley Probart	Association of Washington Cities	Transportation Coordinator
17	Bill Roach	Commute Trip Reduction Board	Citizen Representative
18	Martha Rose	Island Transit	Executive Director
19	Lon Wyrick	WSDOT Metropolitan Coordinating Committee for MPOs/RTPOs	Chair
		Thurston Regional Planning Council	Executive Director
20	Brian Ziegler	Pierce County	Public Works Director

Regional Mobility Program - Technical Work Group Members			
Name		Agency	Title
1	Dylan Counts	WSDOT	Sound Transit Liaison
2	Mike Harbour	Intercity Transit	General Manager
3	Peter Heffernan	King County Metro	Grants Administrator
4	Joy Munkers	Community Transit	Director of Planning and Development
5	Karen Richter	Puget Sound Regional Council	Program Manager
6	Dale Robins	SW Washington Regional Transportation Council	Senior Transportation Planner
7	Lisa Wolterink	Sound Transit	Grants Manager